

[PRIOR \$21 PER MONTH]

ENTERTAINMENT

THEATRE  ROYAL
CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB have the honor
to announce that the
FIRST PERFORMANCE of the SEAS
will take place
TO-MORROW (THURSDAY) EVENING
the 17th December, 1885, at 9 p.m.,
when will be produced a farce by
J. J. DILLEY and J. ALLEN, entitled
"CHISELLING."

TOM TAYLOR'S Comedy
 "NINE POINTS OF THE LAW."
 Tickets, 3s each, may be obtained from Messrs
 LANE, CRAWFORD & Co., on and after MONDAY,
 the 14th December, 1885.
 H. M. THOMSON

Hongkong, 10th December, 1885. [2]
CHRISTMAS 1885.
AS the above FESTIVAL is approaching the Undersigned begs to inform the Community of Hongkong that he is PREPARED TO SUPPLY

of the Best Quality, weighing from 1 lb
10 lbs. ready on Hand or made to Order,
weight.

— ALSO —
MINCE PIES, ASSORTED TART
CAKES, FRENCH BISCUITS,
RUSKS.

D. NOWROJEE,
Victoria Hotel Buildings

**CANTON INSURANCE OFFICE
LIMITED.**
NOTICE TO SHAREHOLDERS.
IN accordance with Section 120 of
ARTICLES OF ASSOCIATION, the General
Agents, with approval of the CONSULTATIVE
COMMITTEE will on the 1st January 1906

ISSUE INTEREST WARRANTS of
per SHARE, payable at the HONGKONG &
SHANGHAI BANK, the same being at the rate
of 10 per cent. per ANNUM on the Paid-up
Capital of the Office for the year 1885.
Notice is hereby given that in order that
same may be adjusted, the TRANSFER
BOOKS of the Office will be CLOSED to
the 18th to 31st instant, both days inclusive.

General Agents,
Canton Insurance Office, Limited
Hongkong, 16th December, 1885. [2]
CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, THURSD.
ISLAND, COOKTOWN, TOWNSVILLE,
BRISBANE, SYDNEY, MELBOURNE.

THE Steamship
"TAIWAN,"
Captain Clegg, will be despatched as above
TO-DAY, the 16th inst., at Four P.M.
This vessel has unusually good Cabin Accommodation, situated amidships, on upper deck.
For Freight or Passage, apply to
BUTCHER & CO., SHIP BROKERS.

Hongkong, 15th December, 1855.

FOR HAIPHONG (DIRECT).
THE Steamship
"CRUSADER."
Captain ROWIN, will be despatched for the
Port TO-MORROW, the 17th instant,
DAYLIGHT.
For Freight or Passage, apply to

Hongkong, 15th December, 1885. [2]

NOTICE

COMPANIA NAVIERA DE FILIPINAS

THIS Company being in LIQUIDATION and several of the Shareholders having yet PRESENTED DOCUMENTS to prove

Register will be kept open until the 31st inst. in order to ascertain the exact number of Shares issued by the late Agents, Messrs. BIRCHALL ROBINSON & Co.

After that date, those who may not have presented their Documents for Registration shall be considered as having renounced their right to any participation in the COMPANY'S ASSETS, to be forthwith Distributed.

By Order of the Consulting Committee,
MACLEOD & Co
Agents.
Manila, 5th December, 1885.

NOTICE.

THERE will be NO GARDEN PARTY
at HEAD QUARTER HOUSE on FRIDAY
NEXT, the 18th instant, or on FRIDAY,

Hongkong, 15th December, 1835. [2]

REGATTA HOLIDAYS.

THE Undermentioned Banks will be Closed for the Transaction of Public Business at NOON, on **FRIDAY and SATURDAY NEXT**, the 18th and 19th instant.

FOR THE CHARTERED MERCANTILE BANK

James Matheson & Co.

—JOHN THURBURN,
Manager, Hongkong
FOR THE CHARTERED BANK OF INDIA, AUSTRALIA,
ITALIA, AND CHINA.
T. H. WHITEHEAD,
Acting Manager, Hongkong
FOR THE HONGKONG AND SHANGHAI BANK
CORPORATION,
T. JACKSON,

FOR THE COMPTOIR D'ESCOMPTE DE PARIS
C. C. INCHBALD,
Agent.
FOR THE NEW ORIENTAL BANK CORPORATION
LIMITED.
H. A. HERBERT,
Manager, Hongkong
Hongkong, 15th December, 1885.

GRENADÉ FIRE EXTINGUISHER
THE Undersigned, having just arrived
 prepared to fill all Orders for the ab
GRENADÉ. It is the Cheapest, Simplest,
 Best Known
FIRE EXTINGUISHER IN THE WORLD
 having been used in England and Amer

These GRENADES are sold at \$16.00 per c of one dozen each, and no Grenades sold than dozen Lots.

E. CLARK,
Hongkong Hotel,
Hongkong, 22nd September, 1885.

FURNITURE WAREHOUSE.

EVERY description of FURNITURE
SALE and for HIRE at Moderate Prices.
Large quantities of JAPANESE and CHINESE
CURIOS for Sale.

231
E. CASSUMBRO
Opposite City Hall.

INTIMATIONS.

JUST LANDED—A Large Supply of PURE CONFECTIONERY.

Comprising—
PINK, WHITE, and BROWN SUGAR CANDY,
CHOCOLATE CREAMS, DESSERT CHOCOLATE,
NUGGETS.

TOFFEE, BARLEY SUGAR, LEMON DROPS,
PRALINES & LA ROSA,
COMBIS, and SUGARED ALMONDS in great variety.

MIXED SWEETS,
CRYSTALLIZED APRICOTS, STRAWBERRIES,
GREENGAGES, CHERRIES, &c.

METZ FRUIT,
CARAMELS and STRAWBERRIES,
A. S. WATSON & CO.,
THE HONGKONG DISPENSARY,
HONGKONG, 25th November, 1895.

NOTICE TO CORRESPONDENTS.
All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited, and orders should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.
HONGKONG, DECEMBER 16th, 1895.

The question of the introduction of railways into China, which has aroused so much discussion, kindled so many hopes, and given rise to so many speculations and conjectures, is still in the domain of doubt. The Board of Revenue blocks the way for the time being, and not all the combined forces of the progressionists can overcome the obstacles to the introduction of the iron way-ward and until this Board can be brought to recognize its necessity. For the present all railway projects are clearly in abeyance, and all the eager crowd of engineers, capitalists, and manufacturers not one will be able to obtain any concession or order until the financial part of the question has been solved to the satisfaction of the controllers of the revenue. There would seem, however, according to the Tientsin correspondent of the Shanghai morning contemporary, to be some plan incubating at Peking quite independent of all outside inspiration or assistance. This writer says that the final decision as to the construction of local railways—presumably from Tientsin to Tangchow—has only been deferred until Sir ROBERT HART has matured a scheme for establishing a railway administration, of which he is to have the superintendence. If this statement be correct—and it bears the impress of probability—there is a good prospect of railways being eventually started in the Central Kingdom under efficient auspices, with a guarantee for their efficient construction and competent management under his aid. The Imperial Maritime Customs Service has proved such a splendid success, under Sir ROBERT HART's admirable supervision, that the Chinese Government may in general conclude that the Inspector-General will be able, if requested, to organize and perfect a Railway Administration Service with equal satisfaction alike to himself and to them. The most enlightened members of the mandarinate have emphatically declared in favour of the introduction of this reforming agent, and as the friends of the railway represent most of the virility, resolution, and perseverance in the ranks of Chinese officialdom, the issue of the contest—if there yet be one to be fought on the subject—cannot be doubtful. The railway has been recognized as a political necessity; its forerunner, the telegraph, has proved of signal advantage to the authorities; and the desirability of improved means of transport was convincingly demonstrated during the Franco-Chinese troubles. It is therefore obvious that, though the construction of railways may be deferred for a year or two, the Chinese Authorities are gradually making up their minds to adopt an innovation which they know must ultimately lead to changes of national importance when once introduced.

The telegram received from Chinese sources on Monday, although rather vague as to facts, seems pretty clearly to indicate the fighting of another political storm in Korea. The wording of the telegram as translated for us was undecided, but it seemed to bear the following interpretation. That an outbreak or revolution had again broken out in Korea, that the Japanese man-of-war or men-of-war had intervened, and that the Koreans had been fired upon by the Japanese. It is impossible that a Japanese gunboat could ascend the river to Seoul, and then bombard the town, for the Han is not navigable for a gunboat up to the capital. The firing must, we imagine, have taken place at Incheon, or Chongju, as it is more frequently called. However that may be, there is too much reason to fear that some old difficulties have been reopened, and that some fresh misunderstanding between China and Japan will be the result. Curious enough a correspondent of the M. O. Daily News, writing under date of Tientsin, last night, appears to have had a prevision of trouble. He says: "According to all accounts, a good deal of dissatisfaction, and even irritation, is felt at Seoul, owing to the Chinese Envoy Yuen, being accompanied by soldiers on his arrival, apparently in violation of the Ito Convention, and also in consequence of China thereby endeavoring to acquire a preponderant influence in the peninsula. This mistaken policy on the part of China may cause trouble, for which the Court of Peking will only have itself to blame." In the absence of more definite information, we are of course unable to judge whether, and to what extent the alleged hostile demonstration by the Japanese man-of-war will involve Japan in a dispute with China. In the presence of a common enemy, Russia, these two nations were believed the other day to have buried the hatchet, and it will be a matter for profound regret if, through imprudent interference on one side or rash precipitancy on the other, new ground for contention should have been created between them.

A telegram was received in Shanghai on the 10th inst. from the North to the effect that the Polo was quite gone.

There will be another Volunteer Shooting Contest at Road-Quarters this evening—the third one of the season. A well-ventilated programme has been prepared, and doubtless those who attend will be again afforded a capital evening's amusement.

The steamer *Chiphasea* came up to Shanghai on the 10th inst. after sticking on the Bar from the previous day. As she was drawing fourteen inches more water than she had had to discharge a considerable quantity of her cargo. This operation was completed at 1:30 p.m. on the 10th.

In a letter to the Secretary of State for India the Viceroy of the Government of India has expressed his Majesty's Government's interest in considering the present opportunity for opening up to our commerce the markets of China and Indo-China, and the construction, either by guarantee or directly, of a branch line of railway to the Siamese frontier.

Early on Wednesday morning, the 6th inst., says the *Daily News*, while a gentleman and his daughter were sitting on the beach at the foot of the Chinese wall, they were stopped by three Chinese who demanded money from them, asking for 35. The gentleman, however, bargained with the man, and they let him go on paying one dollar.

Mr. C. Daily News reports that H. E. Signor di Luca, Minister of the Interior, has been appointed to the post of Minister of the Interior, and will be in London on the 10th inst.

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stem gone—I was on the steamer side, out of the way of the collision, and could not then see that part of her, but only the upper part.

How far could you see down to the hawse holes?—Perhaps a plate, lower but I could not see more.

Was her head as high as your side?—It was higher, but not so high as the upper bridge.

She struck about 15 feet above the upper bridge. There is no wheelhouse or any erection on the upper bridge, there is a wheel connected with the steam steering gear.

I think you said yesterday she did reverse her engines before she struck you?—I do not remember that I did. It was quite all right, I tell you, after she struck me whether she was reversing. I could see up to the time her stem was about 100 feet from me that she was not reversing.

How long was the *Camorra* in contact with you?—She was in contact with me from the time she struck my vessel to the time she was holed about 100 feet from me. I think almost a minute elapsed.

Do you think that if she had been going at the rate of five knots she would have been able to get away from you in a minute?—After running into me, I should say so.

On which quarter of the *Camorra* were you when you began to see her?—I was on the starboard side, I was nearly abreast of the *Camorra*'s stern.

How was the wind then?—There was a moderate wind, but I could not see her till she was about 100 feet from me.

How was the *Camorra* running when you first saw her with regard to the wind?—She was running with the wind on her starboard side.

How was the *Camorra* running when you first saw her with regard to the tide?—She was running with the tide on her starboard side.

How was the *Camorra* running when you first saw her with regard to the current?—She was running with the current on her starboard side.

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Do you remember Dr. Adams coming on board?—Yes, he was on board the *Camorra*.

How was he when he came on board?—He was in a very bad way, he was nearly dead.

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It was about a minute and a half from the time the *Camorra* reversed to the collision. It could not have been less.

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